

under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 5000 Class D Airspace

* * * * *

ANM UT D Ogden-Hinckley Airport, UT [Revised]

Ogden-Hickley Airport, UT

(Lat. 41°11'46" N, long. 112°00'44" W)

Ogden, Hill AFB, UT

(Lat. 41°07'25" N, long. 111°58'23" W)

That airspace extending upward from the surface up to, but not including, 7,800 feet MSL within a 4.3-mile radius of the Ogden-Hinckley Airport, excluding the portion south of a line beginning east of the airport at the intersection of the 4.3-mile radius of the Ogden-Hinckley Airport and the 4.3-mile radius of the Hill AFB, extending west to the intersection of the 4.3-mile radius of the Ogden-Hinckley and the 4.3-mile radius of the Hill AFB. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be published in the Airport/Facility Directory.

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Issued in Seattle, Washington, on March 6, 1995.

Richard E. Prang,

*Acting Manager, Air Traffic Division,
Northwest Mountain Region*

[FR Doc. 95–6513 Filed 3–15–95; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 944

Restricting or Prohibiting Attracting Sharks by Chum or Other Means in the Monterey Bay National Marine Sanctuary; Public Hearing

AGENCY: Sanctuaries and Reserves Division (SRD), Office of Ocean and Coastal Resource Management (OCRM), National Ocean Service (NOS), National Oceanic and Atmospheric Administration (NOAA), Department of Commerce.

ACTION: Notice of public hearing.

SUMMARY: The National Oceanic and Atmospheric's Sanctuaries and Reserves Division (SRD) is considering amending the regulations for the Monterey Bay National Marine Sanctuary (MBNMS or Sanctuary) to restrict or prohibit the attracting of sharks by the use of chum or other means in the MBNMS. An advance notice of proposed rulemaking published February 28, 1995 (60 FR 10812) discussed the reasons SRD is considering restricting or prohibiting this activity in the MBNMS. A 30-day comment period closes on March 30, 1995. A public hearing has been scheduled to assist in maximizing public comment on this issue.

Individuals wishing to make a statement will be required to sign up at the door and will be limited to three minutes.

DATES: The hearing will be held on Wednesday, March 22, 1995, starting at 7:00 p.m.

ADDRESSES: The hearing will be held at the Cabrillo College, 500 Building, Room 507, 6500 Soquel Drive, Aptos, California, 95003.

FOR FURTHER INFORMATION CONTACT:

Aaron King at (408) 647–4257 or Elizabeth Moore at (301) 713–3141.

(Federal Domestic Assistance Catalog Number 11.429, Marine Sanctuary Program)

Dated: March 13, 1995.

W. Stanley Wilson,

Assistant Administrator for Ocean Services and Coastal Zone Management.

[FR Doc. 95–6642 Filed 3–15–95; 8:45 am]

BILLING CODE 3510–08–M

RAILROAD RETIREMENT BOARD

20 CFR Part 335

RIN: 3220–AB11

Sickness Benefits

AGENCY: Railroad Retirement Board.

ACTION: Proposed rule.

SUMMARY: The Railroad Retirement Board (Board) hereby proposes to amend its regulations under the Railroad Unemployment Insurance Act (RUIA) to permit a “physician assistant-certified” to execute a statement of sickness in support of payments of sickness benefits under the RUIA. The proposed rule would also eliminate certain obsolete language.

DATES: Comments must be submitted on or before April 17, 1995.

ADDRESSES: Secretary to the Board, Railroad Retirement Board, 844 Rush Street, Chicago, Illinois 60611.

FOR FURTHER INFORMATION CONTACT: Thomas W. Sadler, Assistant General Counsel, Railroad Retirement Board, 844 Rush Street, Chicago, Illinois 60611, (312) 751–4513, TDD (312) 751–4701, TDD (FTS (312) 386–4701).

SUPPLEMENTARY INFORMATION: Section 335.2(a)(2) provides that in order to be entitled to sickness benefits under the RUIA, a claimant must provide a “statement of sickness”. Section 335.3(a) of the Board’s regulations lists the individuals from whom the Board will accept a statement of sickness. That list does not currently include physician assistants. In many parts of the country, physician assistants are more accessible (and their services less expensive) than licensed medical doctors (MD’s). Under present regulations, the Board will not accept a statement of sickness or supplemental statement of sickness from a physician assistant unless there is some followup verification that the physician assistant completed the statement under the supervision of an MD. This is administratively costly and in many cases unnecessarily delays payment of sickness benefits. Thus, the Board proposes to add “physician assistant-certified” to its list of individuals from whom it will accept a statement of sickness.

The Board also proposes to amend section 335.4(d)(5) of its regulations by deleting the first sentence of paragraph (d)(5), which relates to the filing of a statement of sickness by a female employee whose claim for sickness benefits is based upon pregnancy, miscarriage or childbirth. The special form required by paragraph (d)(5) is no longer used, since, for purposes of filing for sickness benefits, a distinction is no longer made between pregnancy, miscarriage or childbirth and other illnesses.

The Board has determined that this is not a major rule for purposes of Executive Order 12866. Therefore, no regulatory analysis is required. The

information collections contemplated by this part have been approved by the Office of Management and Budget under control number 3220-0039.

List of Subjects in 20 CFR Part 335

Railroad employees, Railroad sickness benefits.

For the reasons set out in the preamble, title 20, chapter II of the Code of Federal Regulations is amended as follows:

PART 335—SICKNESS BENEFITS

1. The authority citation for part 335 continues to read as follows:

Authority: 45 U.S.C. 362(i) and 362(l).

2. Section 335.3(a) is amended by removing "or" at the end of paragraph (a)(6) of this section, by replacing the period at the end of paragraph (a)(7) of this section with "; or", and by adding a new paragraph (a)(8) to read as follows:

§ 335.3 Execution of statement of sickness and supplemental doctor's statement.

(a) *Who may execute.* * * *

* * * * *

(8) A physician assistant-certified (PAC)

* * * * *

§ 335.4 [Amended]

3. Section 335.4(d)(5) is amended by removing the first sentence of section 335.4(d)(5).

Dated: March 7, 1995.

By Authority of the Board.

Beatrice Ezerski,

Secretary to the Board.

[FR Doc. 95-6491 Filed 3-15-95; 8:45 am]

BILLING CODE 7905-01-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[CGD01-95-023]

RIN 2115-AA97

Safety Zone: USS AMERICA, Fleet Week '95, Port of New York and New Jersey

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish a temporary safety zone on May 24, 1995, and May 31, 1995, for the arrival and departure of the USS AMERICA for Fleet Week '95. This moving safety zone would be

established 500 yards fore and aft, and 200 yards on each side of the USS AMERICA as it transits the Port of New York and New Jersey between Ambrose Channel Lighted Whistle Buoy "A" and its berth.

DATES: Comments must be received on or before April 17, 1995.

ADDRESSES: Comments should be mailed to U.S. Coast Guard Group, New York, Bldg. 108, Governors Island, New York 10004-5096, or may be delivered to the Maritime Planning Staff, Bldg. 108, between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. Any person wishing to visit the office must contact the Maritime Planning Staff at (212) 668-7934 to obtain advance clearance, due to the fact that Governors Island is a military installation with limited access.

FOR FURTHER INFORMATION CONTACT: Lieutenant (Junior Grade) K. Messenger, Maritime Planning Staff Chief, Coast Guard Group, New York, (212) 668-7934.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views, or arguments. A 30 day comment period is deemed to be sufficiently reasonable notice to all interested persons. Since this proposed rulemaking is neither complex nor technical, a longer comment period is unnecessary and contrary to the public interest. Any delay in publishing a final rule would effectively cancel this event.

Persons submitting comments should include their names and addresses, identify this notice (CGD01-95-023) and the specific section of the proposal to which their comments apply, and give reasons for each comment. Persons wanting acknowledgment of receipt of comments should enclose a stamped, self-addressed postcard or envelope.

The Coast Guard will consider all comments received during the comment period. It may change this proposal in view of the comments. The Coast Guard plans no public hearing; however, persons may request a public hearing by writing to the Project Manager at the address under **ADDRESSES**. If it is determined that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public hearing at a time and place announced by a later notice in the **Federal Register**.

Drafting Information

The drafters of this notice are LTJG K. Messenger, Project Manager, Coast Guard Group New York and LCDR J.

Stieb, Project Attorney, First Coast Guard District, Legal Office.

Background and Purpose

The Intrepid Museum Foundation is sponsoring Fleet Week '95. The USS AMERICA has been designated as the Fleet Week Flagship and will be entering the Port of New York and New Jersey on May 24, 1995, to participate in the various activities associated with this celebration. USS AMERICA intends to depart the Port of New York and New Jersey following the completion of Fleet Week on May 31, 1995. This regulation would be effective during the arrival and departure of the USS AMERICA on May 24, 1995, from 9:15 a.m. until 3 p.m., and on May 31, 1995, from 7:30 a.m. until 1 p.m. unless extended or terminated sooner by the Coast Guard Captain of the Port, New York. The regulation would establish a moving safety zone within 500 yards fore and aft and 200 yards to each side of the USS AMERICA, as it transits the Port of New York and New Jersey between Ambrose Channel Lighted Whistle Buoy "A", at or near 40°28.8' N. latitude, 73°53.7' W. longitude, and its berth. The exact berthing location is unknown at this time. It will be announced in the final rule and will broadcast via Marine Information Broadcast with the announcement of the effective date and time of the safety zone. No vessels will be permitted to enter or move within this moving safety zone unless authorized by the Captain of the Port, New York.

This regulation is needed to protect the maritime public from possible hazards to navigation associated with a large naval vessel transiting the Port of New York and New Jersey with limited maneuverability in restricted waters, and requiring a clear traffic lane in order to safely navigate to and from its berth.

Regulatory Evaluation

This proposal is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from the review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this proposal to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of DOT is unnecessary. This moving safety zone would prevent vessels from transiting portions of the